

18/00321/FUL – Dolphin House.  
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# Planning Committee

30 May 2018



<b>Application No.</b>	18/00321/FUL		
<b>Site Address</b>	Dolphin House, 140 Windmill Road, Sunbury		
<b>Proposal</b>	Planning application for the erection of a 7th floor on top of main building to create 7 no. flats and other external alterations including an increase in height of existing parapet by 850 mm and new roof to tower.		
<b>Applicant</b>	IDM developments London Ltd		
<b>Ward</b>	Laleham and Shepperton Green		
<b>Call in details</b>	N/A		
<b>Case Officer</b>	Kelly Walker		
<b>Application Dates</b>	Valid: 02/03/2018	Expiry: 02/05/2018	Target: Extension of Time Agreed
<b>Executive Summary</b>	<p>This planning application seeks the erection of a seventh floor on top of the existing main building to create 7 no flats, comprising 4 no. 1 bed and 3 no. 2 bed units. The proposal also includes other external alterations including an increase in height of the parapet wall by 850mm and new flat roof to the existing tower.</p> <p>The scheme is considered to be an acceptable form of development which will provide residential units with a good level of amenity for the future occupants in a sustainable location. It is considered to respect the scale and design of the host building and will be acceptable on design grounds. It is considered to have an acceptable relationship with neighbouring properties.</p>		
<b>Recommended Decision</b>	This planning application is recommended for approval.		

## MAIN REPORT

### 1. Development Plan

1.1 The following policies in the Council's Core Strategy and Policies DPD 2009 are considered relevant to this proposal:

- SP2 (Housing Provision)
- HO4 (Housing Size and Type)
- HO5 (Housing Density)
- SP6 (Maintaining and Improving the Environment)
- EN1 (Design of New Development)
- SP7 (Climate Change and Transport)
- CC2 (Sustainable Travel)
- CC3 (Parking Provision)

1.2 Also relevant are the following Supplementary Planning Documents/Guidance:

- SPD on Design of Residential Extensions and New Residential development
- SPG on Parking Standards

### 2. Relevant Planning History

17/01871/RVC	Variation of condition 4 (plan numbers) of PA Approved 17/00421/FUL for extension to building create 4 no. flats involving the substitution of approved plans to provide modification to car park and refuse storage area, reconfiguration of floor area to change 1 no. 1 bed flat to a studio flat and 3 no. 1 bed flats to 2 bed flat along with other minor changes	Approved 23.02.2018
17/00875/FUL	Erection of 7th and 8th floors on top of existing building to provide 10 no 2 bed units over 2 floors	Refused 01.09.2017
17/00421/FUL	Erection of extension to 6th floor to provide 2 no. residential units, extension on top of building to provide 7th and 8th floor in place of existing plant room to provide 2 no. residential flats over 2 floors (previously agreed in principle	Approved 25.05.2017

	under ref 16/02019/PDO	
16/02019/PDO	Prior approval for the change of use from office (Use Class B1a) to 110 Residential units (Use Class C3	Prior Notification office Approve 01.02.2017
16/01531/FUL	External alterations to existing building involving rendering at each level between windows, painting existing brickwork and new fenestration	Approved 07.11.2016
16/00907/PDO	Prior approval for the change of use from office (use class B1a) to 107 Residential units (Use Class C3) comprising 2 no 2 bed, 83 no. 1 bed 22 no. studio flats	Prior Notification Office Approve 22.07.2016
15/00497/PDO	Prior Approval for the change of use from offices (Use Class B1a) to 55 residential units (Use Class C3); comprising 26 x 1 bed, 28 x 2 bed and 1 x 3 bed units.	Prior Notification Office Approve 21.05.2015

Planning permission ref 17/00875/FUL for the erection of 2 new floors on top of the existing building to create 10 new flats was refused in February this year for the following reason:-

*'The proposed extension by reason of its bulk, scale and location is considered to pay insufficient regard to the host building and the surrounding area. It will result in a prominent building out of scale with its surroundings, clearly visible from the wider area. It will therefore be detrimental to the character of the area and will not make a positive contribution to the street scene, contrary to Policy EN1 of the Core Strategy and Policies DPD 2009.*

### **3. Description of Current Proposal**

- 3.1 The application relates to Dolphin House, 140 Windmill Road, Sunbury, which was originally a part 6-storey part 7-storey office building located on the corner of Windmill Road and Dolphin Road. The building was erected in the 1970's. It has most recently been given prior approval to convert the building into 110 residential flats (ref 16/02019/PDO). Permission has also been given for external changes to the building to facilitate the change of use, along with extensions to the property to provide 2 new flats on the 6th floor, and replacement of the plant on the 7th and 8th floors with 2 flats (as agreed in principle under the prior approval application) resulting in a total of 112 flats (ref 17/00421/FUL). This change of use and external alterations have already taken place, with further ground works to the car parking area, refuse and cycling storage areas (ref 17/00187/RVC) currently taking place.

3.2 The site is located within the urban area. It is also within a designated Employment Area. There are 2 storey residential dwellings to the south at Owens Close. Other properties to the north and west of the site are commercial and large in scale. The M3 motorway is located to the south. Windmill Road rises in height in front of the application site, forming a bridge over the motorway. Upper Halliford railway station is located on the other side of the motorway. On the opposite side of Windmill Road are other commercial units including one which has been converted to a children's soft play venue called Kidabulous. There are other residential uses further to the north along Windmill Road.

3.3 This proposal is for a single new floor on top of the existing main building to create a further 7 units, (3 x 1 bed and 4 x 2 bed) and would result in a total of 119 flats at the building. The existing parking, refuse and cycle storage areas previously approved will be used for the proposed residential units, in addition to the existing 112 units. 93 parking spaces for the site are already proposed and this proposal does not include any further parking provision.

#### 4. **Consultations**

4.1 The following table shows those bodies consulted and their response.

<b>Consultee</b>	<b>Consultee</b>
County Highway Authority (CHA)	No objection
Head of Street Scene (refuse)	No objection
Environmental Health (Contaminated land)	No objection Recommends conditions
Environmental Health (Air Quality)	No objection. Recommends an informative

#### 5. **Public Consultation**

16 properties were notified of the planning application. No letters have been received.

#### 6. **Planning Issues**

- Principle of the development
- Housing density
- Design and appearance.
- Residential amenity
- Highway issues
- Parking provision
- Dwelling mix

## 7. **Planning Considerations**

### Need for housing

- 7.1 In terms of the principle of housing development regard must be had to paragraph 47 of the National Planning Policy Framework (NPPF) which states: “ *When considering planning applications for housing local planning authorities should have regard to the government’s requirement that they boost significantly the supply of housing and meet the full objectively assessed need for market and affordable housing in their housing area so far as is consistent with policies set out in the National Planning Policy Framework* “.
- 7.2 Relevant policies for the supply of housing cannot be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable site (para 49 of NPPF).
- 7.3 The Council has embarked on a review of its Local Plan and accepts that the housing target in its Core Strategy and Policies DPD-Feb 2009 of 166 dwellings per annum is significantly short of its latest objectively assessed need of 552-757 dwellings per annum (Para 10.42 – Strategic Housing Market Assessment – Runnymede and Spelthorne – Nov 2015). In September 2017, the government produced a consultation paper on planning for the right homes in the right places. The proposals included a standard method for calculating local authorities’ housing need and proposed a figure of 590 per annum for Spelthorne. On the basis of its objectively assessed housing need the Council is unable to demonstrate a five-year supply of deliverable sites.
- 7.4 However, the objectively assessed need figure does not represent a target as it is based on unconstrained need. Through the Local Plan review the Borough’s housing supply will be assessed in light of the Borough’s constraints which will be used to consider options for meeting need. Once completed, the Borough’s up to date Strategic Land Availability Assessment will identify further opportunity sites for future housing development that can then be considered for allocation in the new Local Plan. This will also form the basis for a revised 5-year housing land supply figure.
- 7.5 Para 14 of the NPPF stresses the presumption in favour of sustainable development and that proposals which accord with a development plan should be approved without delay. When the development plan is absent, silent or relevant policies are out of date, permission should be granted unless ‘*any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against policies in the Framework taken as a whole or specific policies in this Framework indicate development should be restricted.*’ This application must be considered having regard to the above requirements of Para 14 of the NPPF.
- 7.6 In March of this year, the Government launched the draft revised NPPF, consultation proposals. This reaffirms the presumption in favour of sustainable development for plan making and decision taking (with some amended wording) and focuses on delivering housing through a plan led system.
- 7.7 Taking into account the above and adopted policy HO1, which encourages new housing development, it is considered that particular weight should be

given to the use of this urban site for additional housing to meet our Borough's needs.

#### Principle of development

- 7.8 As noted above, Policy HO1 of the Local Plan is concerned with new housing development in the Borough. HO1 (c) encourages housing development on all sustainable sites, taking into account policy objectives and HO1 (g) states that this should be done by:

*“Ensuring effective use is made of urban land for housing by applying Policy HO5 on density of development and opposing proposals that would impede development of suitable sites for housing.”*

- 7.9 As referred to above, the NPPF paragraph 47 emphasises the government's overall housing objective to significantly boost the supply of housing, whilst at para 45 it states that housing applications should be considered in the context of the presumption in favour of sustainable development.

- 7.10 This is also reflected in the NPPF paragraph 58 (3<sup>rd</sup> bullet point) which emphasises the importance of optimising the potential of sites to accommodate development. The NPPF provides further relevant context at paragraph 23, 9<sup>th</sup> bullet point:

*“Recognise that residential development can play an important role in ensuring the vitality of centres and set out policies to encourage residential development on appropriate sites”*

- 7.11 The site is located within the urban area and is a brownfield site within an accessible location close to some local facilities and public transport links, including bus routes and a railway station within easy walking distance. It is not located within a high flood risk area or the Green Belt. The area is characterised by a mix of commercial and residential properties and indeed the site already has residential use. As such the proposed use of the site for additional residential purposes is considered to be an acceptable use in principle, provided other policy requirements are met

#### Housing density

- 7.12 Policy HO5 in the Core Strategy Policies DPD 2009 (CS & P DPD) sets out density ranges for particular context but prefaces this at paragraph 6.25 by stating:

*“Making efficient use of potential housing land is an important aspect in ensuring housing delivery. Higher densities mean more units can be provided on housing land but a balance needs to be struck to ensure the character of areas is not damaged by over-development.”*

- 7.13 Policy HO5 (b) states that within higher density residential area, including those characterised by a significant proportion of flats and those containing significant Employment Areas, new development should generally be in the range of 40 to 75 dwellings per hectare.

7.14 The policy also states that, *'Higher density developments may be acceptable where it is demonstrated that the development complies with Policy EN1 on design particularly in terms of its compatibility with the character of the area and is in a location that is accessible by non car based modes of travel.'* It is important to note that any mathematical density figure is in part a product of the mix of units proposed. In this case they are all 1 and 2 bed units and accordingly it is possible to accommodate many more small units within a given floor space and an acceptable numerical density can be higher.

7.15 The principle of a high density development is consistent with the Government's core planning principles are set out in paragraph 17 of the National Planning Policy Framework 2012 (NPPF). There are 12 core planning principles, which the National Planning Policy Framework 2012 (NPPF) states should underpin both plan making and decision-making. One of these principles (8<sup>th</sup> bullet point) is:

*"Encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value"*

7.16 In addition in February 2017, the Government issued a paper, 'Fixing Our Broken Housing market.' This sets out a number of measures intended to 'boost housing supply and in the long term create a more efficient housing market,' One of the ways to achieve this is by making 'better use of land for housing by encouraging higher densities where appropriate such as in urban locations where there is high housing demand.' The aim is to optimise the proposed density of development.

7.17 The paper also states that the Government proposes to amend the NPPF to make it clear that local plans and development proposals should:-

- Make efficient use of land and avoid building homes at low densities where there is a shortage of land for meeting housing requirements.
- Address the particular scope for higher density housing in urban locations that are well served by public transport (such as around many railway stations) that provide scope to replace or build over low-density uses (such as retail warehouses, lock-ups, and car parks) or where buildings can be extended upwards by using airspace above them.
- Ensure the density and form of development reflects the character, accessibility and infrastructure capacity of an area and the nature of local housing need.

7.18 As mentioned above in March of this year, the Government launched the draft revised NPPF, consultation proposals. This reaffirms the presumption in favour of sustainable development for plan making and decision taking (with some amended wording) and focuses on delivering housing through a plan led system. The draft proposals attaches importance to the effective use of land and combines existing policy with a number of proposals from the Housing White Paper. These include:



- making more intensive use of existing land and buildings
- Avoiding building homes at low densities in areas of high demand and pursuing higher density housing in accessible locations, while reflecting the character and infrastructure capacity of each area.
- the identified need for housing and the availability of land suitable for accommodating it;
- local market conditions and viability;
- the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- the desirability of maintaining an area’s prevailing character, or of promoting regeneration and change; and
- the importance of securing well-designed, attractive places

7.19 The housing density of the approved scheme (112 units) is 287 dwellings per hectare (dph). The proposed scheme involves the erection of an additional floor on top of the main building to create 7 flats. There are already 112 flats on the floors below and within the tower. The proposal would result in a total 119 units at the site. The site area is some 0.39 ha, equating to 305 dph. The development will not include family households and as noted above it is possible for smaller units to be accommodated on the same size site. It is considered, given the sustainable location close to the railway station and bus routes, in addition to the drive towards creating more housing on brownfield sites and the fact that it is compatible with the character of the existing built form, the density is considered to be acceptable in this particular location and in accordance with Government Policy and the NPPF.

#### Design and appearance

7.20 Policy EN1a of the CS & P DPD states that “...*the Council will require a high standard in the design and layout of new development. Proposals for new development should demonstrate that they will: create buildings and places that are attractive with their own distinct identity; they should respect and make a positive contribution to the street scene and the character of the area in which they are situated, paying due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land.*”

7.21 This area has many commercial properties nearby and the subject property is an isolated tall building surrounded by ones which are lower in height and overall scale, including the warehouse style buildings in a commercial use to the west and north. There is, however, a variety of types, styles and character of buildings.

7.22 The proposed extension would be only one floor in height and would be set back from each elevation by approx. 1.8m. The proposal includes an increase in height of the existing walls to provide a taller parapet wall. This increase in

height will be some 0.85m which will help to partly shield the proposed new floor. The new floor will be built of glazing, which would have a lighter appearance. This, along with the set back and the fact that it is partly hidden by the proposed parapet wall, will result in the provision of a new floor that respects the scale and design of the host building and helps to act as a 'step up from the main building to the tower element. This is unlike the previous refused scheme (ref 17/00875/FUL) which was for 2 floors that dominated the host building making it appear bulky and paying little regard to the design of the existing building. The revised proposal also includes a new flat roof on top of the tower which will match that on the top of the proposed new floor to provide uniformity.

- 7.23 The existing building is already much taller than any in the surrounding area and it is clearly visible, in particular from the north and south along Windmill Road. It is relatively narrow (9.7m) in depth, but is particularly wide on its frontage to Windmill Road and this is clearly visible from a wide area in the public domain. The increase in height with this proposed design is much more suitable compared with the previous refused scheme and as such will help to respect the host building, proposing an element to help to 'tie in' the existing structure with the tower protruding above. Although the proposal will result in a very tall building, it has been designed in a way that is integral and as such will pay due regard to the design of the existing building. The proposed increase in height will not be particularly evident given the scale of the existing building and the taller tower. As such the proposal is considered to conform to Policy EN1 and is acceptable on design grounds.

#### Impact on neighbouring residential properties

- 7.24 Policy EN1b of the CS & P DPD states that:

*“New development should achieve a satisfactory relationship to adjoining properties avoiding significant harmful impact in terms of loss of privacy, daylight or sunlight, or overbearing effect due to bulk and proximity or outlook.”*

- 7.25 The Council's Supplementary Planning Document on the Design of Residential Extensions and New Residential Development 2011 (SPD) sets out policies requirements in order to ensure this is the case.
- 7.26 The proposal is for the erection of a floor on top of the existing tall building. As noted above, the building is already very tall and the erection of an additional floor will not unduly change its scale. It is considered that the proposal would have an acceptable impact on the amenities of the adjoining properties. The nearest residential properties are those to the south of the site along Owen Close. It is not considered that the proposed extension would have a greater harmful impact upon the amenities of the occupiers of these dwellings, despite being taller, given that the existing building is of a significant scale and the proposed extension will be set in from the existing elevations and the building itself is set in from the northern boundary. The existing built form will already have some impact on the amenity of these dwellings given their close proximity, however there will be no further harm caused by the proposal. The other adjoining occupiers are of a commercial nature and it is not considered

that their amenity would be harmed by the proposal. It should also be noted that no letters of objection have been received.

- 7.27 As such it is considered that there is an acceptable relationship with the existing properties and there would not be any significant adverse impacts upon the amenity enjoyed by the surrounding residential properties in terms of loss of light, being overbearing or causing overlooking, and conforms with Policy EN1.

#### Amenity Space and proposed unit sizes

- 7.28 The Council's SPD on Residential Extensions and New Residential Development 2011 provides general guidance on minimum garden sizes (in the case of flats it requires 35 sqm per unit for the first 5 units, 10 sqm for the next 5 units, and 5 sqm per unit thereafter. The proposal for 7 units, would require 195 sqm. It is important to note that in view of the location, and former use of the building as offices, there is little space around the building and therefore for gardens. The proposal does however provide an area around the proposed flats, due to the set back from the existing elevations. This is an area of approx. 212 sqm in total. This includes a small private terraced area approx. 12 sqm in area, to the rear of each proposed flat, which would provide some useful private outside space. (The existing ground floor flats also have a small garden areas which are enclosed). It is considered desirable to encourage additional residential uses on a brownfield site already in residential use. In addition, it should be noted that there is public open space located further to the south along Upper Halliford Road at Halliford Park, within walking distance. As such the proposed provision of amenity space is considered acceptable in this instance.
- 7.29 The SPD on the Design of Residential Extensions and New Residential Development 2011 sets out minimum floorspace standards for new dwellings. These standards relate to single storey dwellings including flats. For example, the minimum standard for a 1-bedroom flat for 2 people is 50 sq. m.
- 7.30 The Government has since published national minimum dwelling size standards in their "*Technical housing Standards – nationally described space standard*" document dated March 2015. These largely reflect the London Housing Design Guide on which the Spelthorne standards are also based. The standards are arranged in a similar manner to those in the SPD. This national document must be given substantial weight in consideration of the current application in that it adds this additional category of small dwellings not included in the Council's Standards.
- 7.31 All of the proposed 1 and 2 bed flats comply with the internal space standards as set out in the National Technical housing standards. Each bedroom will have its own window with good outlook. As noted above, there is also the provision of a terraced area to provide some outside amenity space to each flat. Therefore the amenity of the future occupants is considered to be acceptable.

## Highway Issues and parking

7.32 Strategic Policy SP7 of the CS & P DPD states that:

*“The Council will reduce the impact of development in contributing to climate change by ensuring development is located in a way that reduced the need to travel and encourages alternatives to car use. It will also support initiatives, including travel plans, to encourage non car-based travel.”*

7.33 Policy CC2 of the CS & P DPD states that:

*“The Council will seek to secure more sustainable travel patterns by: ... (d) only permitting traffic generating development where it is or can be made compatible with the transport infrastructure in the area taking into account: (i) number and nature of additional traffic movements, including servicing needs; (ii) capacity of the local transport network; (iii) cumulative impact including other proposed development; (iv) access and egress to the public highway; and (v) highway safety.*

7.34 Policy CC3 (Parking Provision) of the CS & P DPD states that the Council will require appropriate provision to be made for off-street parking in development proposals in accordance with its maximum parking standards.

7.35 On 20 September 2011 the Council's Cabinet agreed a 'Position Statement' on how Policy CC3 should now be interpreted in the light of the Government's recent parking policy changes. The effect of this is that the Council will give little weight to the word 'maximum' in relation to residential development when applying Policy CC3 and its residential parking standards will generally be applied as minimum (maximum parking standards continue to be applicable in relation to commercial development). It is relevant to note that the site is close to the railway station and bus routes.

7.37 The provision for parking, (93 spaces) has already been agreed for 112 flats and this application involves an additional 7 units, 119 in total. The County Highway Authority (CHA) has been consulted on all previous applications at the site and raised no objection.

7.38 Previously for the approved scheme which resulted in 112 residential units at the site, the CHA noted that although the application included 93 parking spaces, which is below the Council's parking standards (which would require 140 spaces), this would be the equivalent to 0.83 spaces per unit. Census data shows that the average parking demand is equivalent to 0.79 spaces per unit which would equate to 88 spaces for 112 units. As such the CHA considered that the demand is likely to be met.

7.40 Using this census data of 0.79 spaces per unit a scheme for 119 units would equate to 94 spaces being required. The proposal provides only 1 less than this, 93 spaces. As noted above, no objection was made on parking grounds for the most recently refused scheme which would have resulted in 122 units at the site and the reason for refusal was not based on parking grounds. In addition, the CHA also made no objection on highway safety grounds.

- 7.41 The CHA note that parking restrictions are in place on surrounding roads to prevent dangerous parking but consider the proposed scheme would not lead to any highway safety issues. As such no objection is raised to the proposal and it is not considered that an objection on parking grounds could be sustained. Therefore it is considered that the scheme is acceptable in terms of policies CC2 and CC3 on highway and parking issues..

#### Dwelling mix

- 7.42 Policy HO4 of the CS & P DPD (Housing Size and Type) states that the Council will ensure that the size and type of housing reflects the needs of the community by requiring developments that propose four or more dwellings to include at least 80% of their total as one or two bedroom units.
- 7.43 The proposal complies with the requirements of Policy HO4 as 100% of the proposed units are 1 and 2 bed.

#### Refuse Storage and Collection

- 7.44 Refuse facilities have been provided through a previous application ref 17/0187/RVC. It has been agreed by the applicant that it will be collected by a private company on a weekly basis. This is because there is not enough capacity, or indeed space at the site in order to provide enough bins for the Council's bi-weekly collections. Therefore the waste for the new units subject to this application, will be stored in the already approved areas which will be privately collected as previously agreed for the rest of the residential units in the building. The Council's Head of Street Scene has been consulted and raises no objection. Furthermore, the County Highway Authority has raised no objection on this particular issue. Accordingly, this is considered acceptable.

#### Finance Considerations

- 7.44 Under S155 of the Housing and Planning Act 2016, Local Planning Authorities are now required to ensure that potential financial benefits of certain development proposals are made public when a Local Planning Authority is considering whether or not to grant planning permission for planning applications which are being determined by the Council's Planning Committee. A financial benefit must be recorded regardless of whether it is material to the Local Planning Authority's decision on a planning application, but planning officers are required to indicate their opinion as to whether the benefit is material to the application or not.
- 7.45 In consideration of S155 of the Housing and Planning Act 2016, the proposal is a CIL chargeable development and would be charged approximately. £67 000 The proposal will also generate a New Homes Bonus and Council Tax payments which are not material considerations in the determination of this proposal.

#### Other matters

- 7.46 Environmental Health have previously raised concerns regarding contaminated land on previous applications, The proposal is for additional

flats located on the roof and does not involve works at ground level and it is not therefore not required for this application. During this application the officer has provided some feedback from an air quality point of view which has been sent on to the applicant for their information for best practise.

### Conclusion

- 7.47 On balance, the proposal is acceptable because it makes an effective use of urban land in a sustainable location, and meets a need for housing, providing units with a good standard of amenity. The proposal will pay due regard to the host building and have an acceptable impact on the visual amenities of the area and the amenity of the surrounding residential properties. Although the number of parking spaces proposed do not meet the Council's minimum parking numbers, and the density is relatively high, it is considered that this particular scheme cannot be refused on this basis. Consequently the application is recommended for approval.

## **8. Recommendation**

- 8.1 GRANT subject to the following conditions:-

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: - This condition is required by Section 91 of the Town and Country Planning Act, 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans and drawings: 16.121.2.001, 010, 020, 021, 110, 120, 121 and 130 received on 02.03.2018

Reason: - For the avoidance of doubt and in the interest of proper planning

3. Before any work on the development hereby permitted is first commenced details of the materials and detailing to be used for the external surfaces of the extension of the development be submitted to and approved by the Local Planning Authority.

Reason:- To ensure that the proposed development does not prejudice the appearance of the development and the visual amenities and character of the locality, in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

4. No construction on the buildings shall commence until a report has been submitted to and agreed by the Local Planning Authority which includes details and drawings demonstrating how 10% of the energy requirements generated by the development as a whole will be achieved utilising renewable energy methods and showing in detail the estimated sizing of each of the contributing technologies to the overall

percentage. The detailed report shall identify how renewable energy, passive energy and efficiency measures will be generated and utilised for each of the proposed buildings to meet collectively the requirement for the scheme. The agreed measures shall be implemented with the construction of each building and thereafter retained and maintained to the satisfaction of the Local Planning Authority unless otherwise agreed in writing.

Reason: - To ensure that the development is sustainable and complies with Policy SP7 and CC1 of the Spelthorne Development Plan Core Strategy and Policies DPD.

### **Informatives to be attached to the planning permission**

- 1.. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
2. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs. Please see [www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs](http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs).
3. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
4. Please note that this application is subject to the payment of Community Infrastructure Levy (CIL). Full details of the charge, how it has been calculated and what happens next are set out in the CIL Liability Notice which will be sent separately

If you have not already done so an Assumption of Liability notice should be sent to the Council as soon as possible and before the commencement of development.

Further information on CIL and the stages which need to be followed is available on the Council's website. [www.spelthorne.go.uk/CIL](http://www.spelthorne.go.uk/CIL)

- 5 You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:

- a) A detailed specification of demolition and construction works at each phase of development including consideration of all environmental impacts and the identified remedial measures;
- b) Site perimeter automated noise and dust monitoring;
- c) Engineering measures to eliminate or mitigate identified environmental impacts e.g. hoarding height and density, acoustic screening, sound insulation, dust control measures, emission reduction measures, location of specific activities on site, etc.;
- d) Arrangements for a direct and responsive site management contact for nearby occupiers during demolition and/or construction (signage on hoardings, newsletters, residents liaison meetings, etc.)
- e) A commitment to adopt and implement of the ICE Demolition Protocol and Considerate Contractor Scheme;
- f) To follow current best construction practice BS 5228-1:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites',
- g) BS 7385-2:1993 Evaluation and measurement for vibration in buildings. Guide to damage levels from ground borne vibration,
- h) BS 6472-1:2008 'Guide to evaluation of human exposure to vibration in buildings - vibration sources other than blasting,
- i) Relevant EURO emission standards to comply with Non-Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999,
- j) Relevant CIRIA practice notes, and
- k) BRE practice notes.
- l) Site traffic – Routing of in-bound and outbound site traffic, one-way site traffic arrangements on site, location of lay off areas, etc.;
- m) Site waste Management – Accurate waste stream identification, separation, storage, registered waste carriers for transportation and disposal at appropriate destinations.
- n) Noise mitigation measures employed must be sufficient to ensure that the noise level criteria as outlined in BS8233:2014 and WHO guidelines is achieved.

Further details of these noise and pollution measures can be obtained from the Council's Environmental Health Services Unit. In order to meet these requirements and to promote good neighbourliness, the Council recommends that this site is registered with the Considerate Constructors Scheme - [www.ccscheme.org.uk/index.php/site-registration](http://www.ccscheme.org.uk/index.php/site-registration).

6. The applicant is advised that the essential requirements for an acceptable communication plan forming part of a Method of Construction Statement are viewed as:
  - (a) How those likely to be affected by the site's activities are identified and how they will be informed about the project, site activities and programme;
  - (b) How neighbours will be notified prior to any noisy/disruptive work or of any significant changes to site activity that may affect them;
  - (c) The arrangements that will be in place to ensure a reasonable telephone response during working hours;
  - (d) The name and contact details of the site manager who will be able to deal with complaints; and

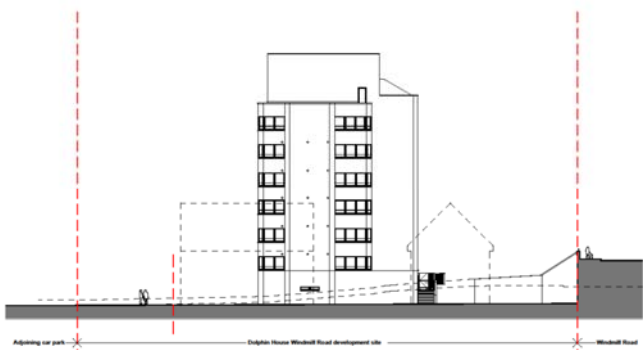


(e) How those who are interested in or affected will be routinely advised regarding the progress of the work. Registration and operation of the site to the standards set by the Considerate Constructors Scheme (<http://www.ccscheme.org.uk/>) would help fulfil these requirements.

#### Decision Making: Working in a Positive and Proactive Manner

In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of paragraphs 186-187 of the NPPF. This included the following:-

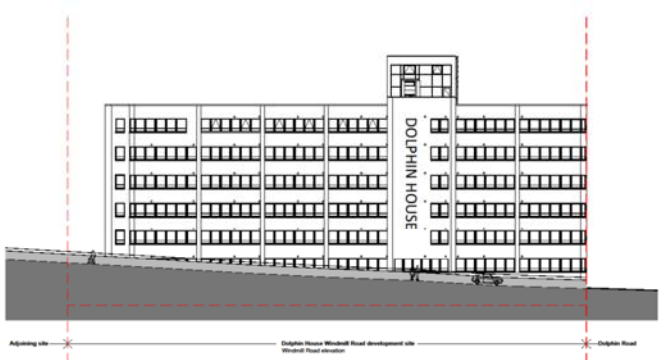
- a) Provided pre-application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.
- b) Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered;
- c) Have suggested/accepted/negotiated amendments to the scheme to resolve identified problems with the proposal and to seek to foster sustainable development.
- d) Have proactively communicated with the applicant through the process to advise progress, timescales or recommendation.



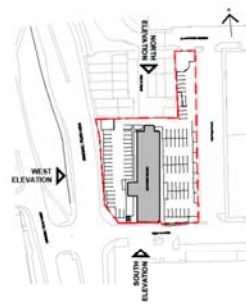
EXISTING NORTH ELEVATION  
scale 1:200



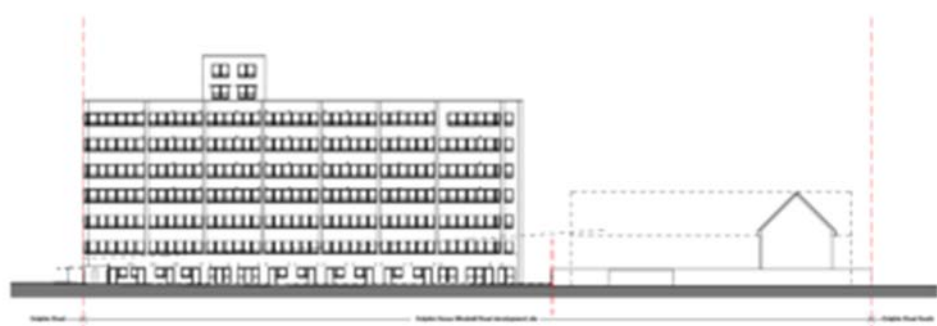
EXISTING SOUTH ELEVATION  
scale 1:200



EXISTING WEST ELEVATION  
scale 1:200



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<p>Client: IDM HDF LLP</p>		
<p>Project: Dolphin House 140 Windhill Road Buckley-on-Thames TW16 7FH</p>		
<p>Drawing Title: EXISTING ELEVATIONS</p>		
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Drawing Ref:	16.121.2.020	
Client Ref:		



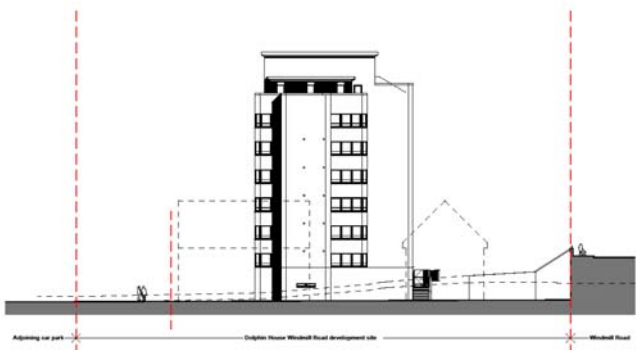
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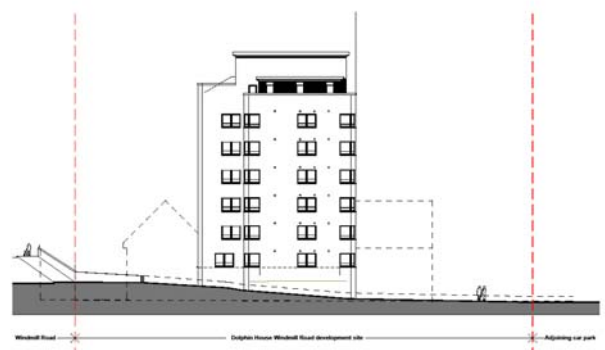
EXISTING SECTION AA  
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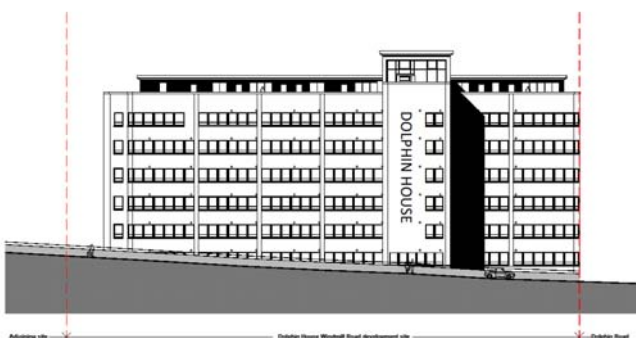
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Scale:	Date:	Client:
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Client Ref:		



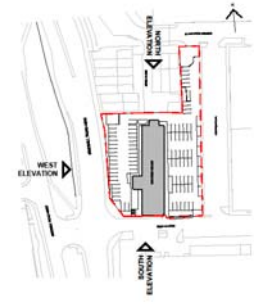
**PROPOSED NORTH ELEVATION**  
scale 1:200



**PROPOSED SOUTH ELEVATION**  
scale 1:200



**PROPOSED WEST ELEVATION**  
scale 1:200



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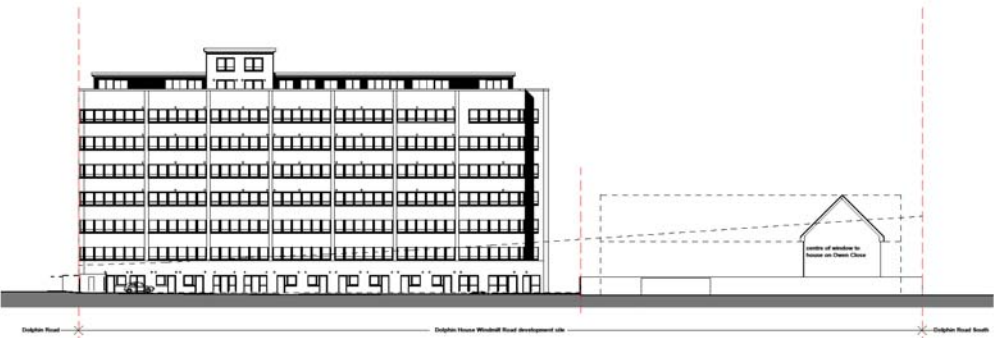
**IDM**  
Environmental Design & Management

**Client**  
IDM HDF LLP

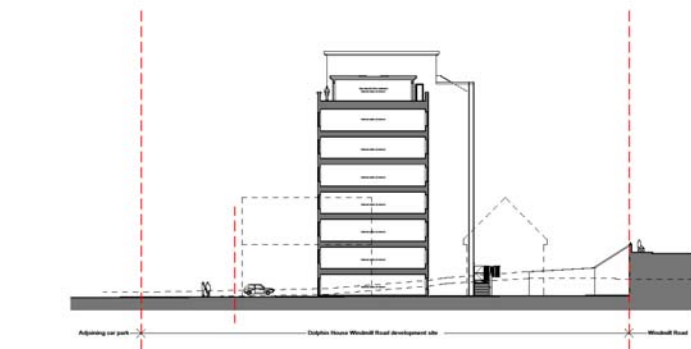
**Project**  
Dolphin House  
140 Woodhill Road  
Surrey On Thames  
TW16 5YH

**Drawing Title**  
PROPOSED ELEVATIONS

Rev:	1: 10/01/11	Date:	01.03.2018	Drawn:	
Checked:		Scale:		Project:	
CAI:		Number:	16.121.2.120	Client:	



**PROPOSED EAST ELEVATION**  
scale 1:200



**SECTION AA**  
scale 1:200



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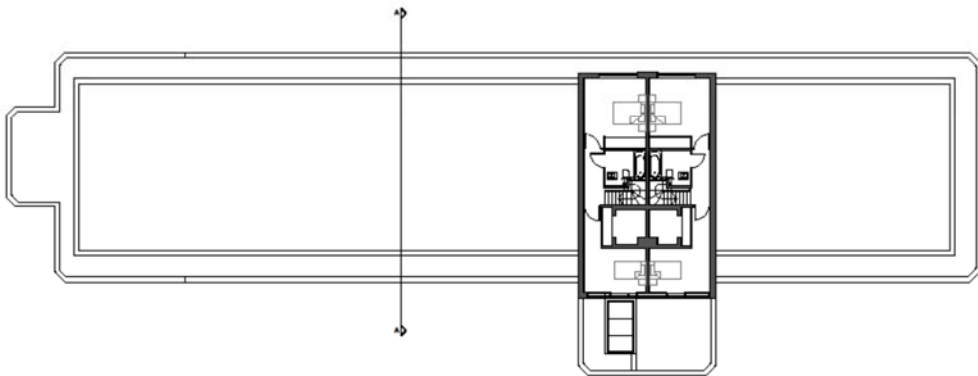
**IDM**  
Environmental Design & Management

**Client**  
IDM HDF LLP

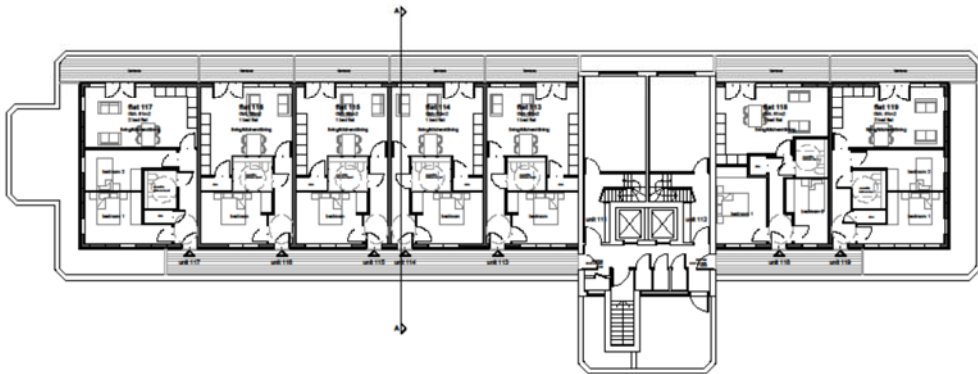
**Project**  
Dolphin House  
140 Woodhill Road  
Surrey On Thames  
TW16 5YH

**Drawing Title**  
PROPOSED EAST ELEVATION AND SECTION AA

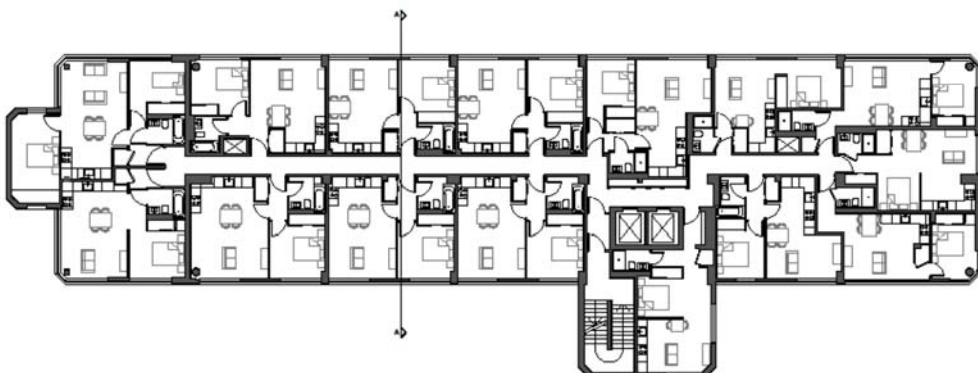
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CAI:		Number:	16.121.2.121	Client:	



**PROPOSED EIGHTH FLOOR PLAN**  
scale 1:100



**PROPOSED SEVENTH FLOOR PLAN**  
scale 1:100



**PROPOSED SIXTH FLOOR PLAN**  
scale 1:100  
**NO CHANGE**

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Client:

**IDM HDF LLP**

Project:

Dolphin House  
140 Windmill Road  
Sunbury On Thames  
TW16 7FH

Drawing Title:

**PROPOSED 6TH, 7TH AND 8TH  
FLOOR PLANS**

Scale:  
**1:100@A2**

Date:  
**01.03.2018**

Frame  
Size:

Drawing Ref:

**16.121.2.110**

CAD Ref:

Revision: